



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

M E M O R A N D U M

TO: Rural Advisory Council

Christin Brandon, Planner, Lorain County Community Development
Steven Corso, Chapter President, Lake Effect Chapter, Ohio Economical Food and Farm Association
Leslie Gambosi, Village Administrator, Village of Middlefield
Brian Guccion, Township Trustee, Sharon Township
Thomas Hach, Board Member, Riverside School District
Rob Henwood, Director, Medina County Planning Services and Fair Housing Office
Jeanine Kress, Trustee, Olmsted Township
Dennis Miller, Road/Service Foreman, Medina Township
John Oros, Executive Director, Geauga Park District
David A. Short, District Planner Engineer, ODOT District 12
Tim Stahlberg, Program Coordinator, Motorcycle Ohio
Carl Wesemeyer, Trustee, Grafton Township
Kyle White, Community Educator, OSU Extension

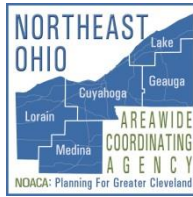
FROM: Jeanene Kress, Chair

DATE: November 29, 2019

RE: Rural Advisory Council
Friday, December 6, 2019 from 1:00 p.m. to 2:30 p.m.

NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

I look forward to seeing you on ***Friday, December 6th at 1:00 p.m. at the NOACA offices.***



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
Friday, December 6, 2019 1:00 p.m. – 2:30 p.m.
NOACA Offices
1299 Superior Avenue, Cleveland, Ohio 44114

RURAL ADVISORY COUNCIL

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Next Regular Meeting: ***Friday, March 27, 2020 at 1:00 p.m. – 2:30 p.m.***
NOACA Offices, 1299 Superior Avenue in Cleveland, Ohio

Agenda Item No. 1

MINUTES



Rural Advisory Council Meeting

June 28, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Ms. Jeanene Kress, Chair of the Rural Advisory Council (RAC), convened the meeting at 1:04 p.m.

Meeting Minutes

A motion was made by Ms. Kyle White to approve the minutes of the RAC meeting held on March 22, 2019. The motion was seconded by Mr. John Oros. The motion passed by voice vote.

Public Comments

No comments were made at this meeting.

Executive Director's Report

Ms. Grace Gallucci asked RAC members to assist NOACA in advocating for the Irishtown Bend project, which involves replacing the bulkheads that are deteriorating and falling into Cuyahoga River. She noted that if repairs are not made, it would prevent companies from shipping and there would be a \$3 billion annual economic loss. She said NOACA is trying to be proactive by getting the bulkheads fixed now.

Ms. Gallucci mentioned that NOACA submitted an INFRA Grant application requesting \$15.7 million for the Irishtown Bend project. She noted that the application has been placed on Transportation Secretary Elaine Chao's desk for consideration.

Ms. Gallucci stated that a grassroots effort is being made to get funding for the Irishtown Bend project. She named several elected officials who have either contacted Secretary Chao or are planning to contact her about this project. Ms. Gallucci informed RAC members that they will receive a fact sheet with links to contacts and a report that explains Irishtown Bend's impact on communities in the region. She asked members to share the information with legislators and constituents in their communities.

Ms. Kress asked if staff's request is time sensitive. Ms. Gallucci said yes and noted that a decision will be made on the application in a couple of weeks. Ms. Gallucci noted that businesses in Northeast Ohio may be directly or indirectly impacted by the \$3 billion economic loss.

NOACA Geauga County Build Project Update

Ms. Kate Moening stated that the Geauga County Amish Safety project was developed as a result of the 2015 strategic safety plan that identified rural safety improvements for motorists, Amish buggies, and pedestrians. Ms. Moening mentioned that NOACA was awarded a \$9.6 million

BUILD Grant for the project that has a total cost of \$14.3 million. She said NOACA is providing \$1.5 million in Transportation Alternatives Program (TAP) funds that was approved by the Board in June 2019. Ms. Gallucci explained how TAP funds can be used.

Ms. Moening stated that the project includes widened shoulders, warning and detection signal systems, and signage improvements for motorists and pedestrians. The current activities include an approach for project administration, project programmed with completed funding, the consultant selected to perform preliminary development and detailed design services, and the draft US DOT BUILD project agreement.

Ms. Moening presented the following schedule for the project:

Begin preliminary engineering and design	7/2019
Completion of final engineering and design	6/2020
ODOT Plan approval	7/2020
Construction contract award date	10/2020
Construction notice to proceed date	3/2021
Project construction completion date	6/2022
Project closeout date	9/2022

Ms. Moening stated that NOACA staff will continue to inform RAC throughout the project development and implementation.

Mr. Oros asked if pedestrian facilities will be looked at for the end product. Ms. Moening stated that she was not aware of specific details, but heard there will be a buffer for pedestrian activity, additional signage, probably youth education for pedestrians, and rectangular rapid flashing beacons (RRFBs) for crossings at non-intersection areas.

Mr. Oros asked if the project is still in the design phase. Ms. Moening said yes.

Geauga County FPA – Prescriptions for Wastewater Treatment Modification in Chardon Township

Mr. Eric Akin provided background on the 208 Plan and the Geauga County FPA modification request approved by the Board in June. He noted that the request involves the transfer of 124 parcels (141 acres) and a prescription change in Chardon Township from “no sewer service” to “may be sewerred.”

Mr. Akin reviewed the affected area, wastewater timeline issue, sewage system summary, notification requirement, and analysis. He mentioned that NOACA staff submitted the FPA update to Ohio EPA for certification by the Governor and transmitted copies of the resolution to the appropriate federal, state and local agencies.

Ms. Cotman asked how the project is funded. Mr. Akin stated that there will be an assessment of each property of \$25,000-\$30,000 that will probably be paid over 20-30 years with the property tax. The homeowner will have to pay an upfront cost of \$200 to the county for connection.

Ms. Christin Brandon asked if the lot size of the adjoining properties was looked at for failing septic systems or just the lots identified in the request.

Mr. Akin stated that the subdivision mentioned in this request has small lots and the houses on the lots were built in the 1950s and 1960s, while the neighboring subdivision has large lots and

the houses were built in the 1980s and 1990s. Mr. Akin stated that if there was an issue with the neighboring subdivision, a request would have to be submitted to NOACA to allow for connection.

Coordinated Public Transit-Human Services Transportation Plan for Northeast Ohio

Ms. Sarah White provided background on the Coordinated Plan; discussed the public outreach that was done; talked about how feedback was gathered from various sources and goals were developed for the future and strategies for implementation. She mentioned that NOACA is the designated recipient of FTA Section 5310 program funds for the Cleveland Urbanized Area (UZA). Currently, NOACA directs at least 60% of the funds to transit agencies and up to 40% of the funds to other specialized transportation providers. She noted that NOACA will use the Coordinated Plan as an evaluation tool to prioritize Section 5310 funding and guide current and future regional needs.

Ms. White mentioned that the NOACA Board of Directors approved *Mobilize: Accessibility for Independence* as the Coordinated Public Transit-Human Services Transportation Plan for Northeast Ohio for the years 2019-2022.

Mr. Tim Stahlberg asked if the Greater Cleveland Regional Transit Authority (GCRTA) was involved in the public outreach. Ms. White said yes.

Ms. Kress asked if NOACA's goal is to provide services to areas currently not being served in the region. Ms. White stated that NOACA wants to keep exploring coordination efforts. Ms. White talked about the Senior Transportation Connection working with GCRTA.

Ms. Gallucci stated that the Coordinated Plan is intended to fill transportation gaps. She noted that some communities have applied for funding through NOACA so they can purchase a van to transport seniors and individuals with disabilities. She stated that the Coordinated Plan applies to many cases in rural areas.

Project Planning Reviews (PPRs)/Intergovernmental Review and Consultation (IGRC); 1st Quarter State Fiscal Year (SFY) 2020

Mr. Ed May provided background on PPR and presented information on the following projects:

- CUY – 43-1.98 (Widening Aurora Road from Solar Shopping Center Drive to Liberty Road) – This project involves the following roadway improvements: pavement resurfacing, minor widening, new traffic signal at Portz Parkway, 10' multi-use path on the south side, bike lane westbound (5' sidewalk) on the north side, new water line and storm sewer. The total cost of this project is \$8.1 million. No NOACA funds will be used.
- CUY IR 480 06.47/VAR Paint PID 22131 (Bridge Painting on IR-480 and SR10 in Fairview Park and Cleveland) – This project involves painting the structural steel of the bridges. The total cost of this project is \$34.5 million. No NOACA funds will be used.
- Laketrans Bus Replacement – Laketrans is planning to purchase a new 35-foot zero emissions battery electric transit bus which costs \$783,500. Funds for the bus will come from the Diesel Emissions Reduction Grant (DERG) program and Laketrans. No NOACA funds will be used.

Mr. May reviewed project comments from NOACA staff and advisory councils.

Mission Advancement Initiatives

Ms. Danielle Render stated that the division of External Engagement and Public Affairs will support RAC with its 2019 focus areas.

Ms. Render stated that an External Affairs Operating model has been developed to focus on several areas built around the following:

- Roles and responsibilities
- Leadership
- Organizational structure
- Communications, advocacy, public engagement and efforts to build stronger stakeholders relationships

Ms. Render provided an overview of the platform NOACA is looking to create. She asked RAC members if they were willing to develop a working committee to assist NOACA with devising a plan of action and discuss how the council can help NOACA connect to the rural community; discuss areas of growing the rural economy and leverage transportation networks to markets and farms; provide direction to facilitate ongoing engagements; and elevate NOACA's position and priorities.

Ms. Render stated that the working committee could have a brainstorming session at NOACA offices or members could participate via conference call. She noted that the goals are to have a purpose, leverage NOACA's network, maintain ongoing communication, provide guidance and support, bridge new ideas and strategic initiatives, and provide a stronger link with both local and national communities.

Ms. Render stated that building relationships to support legislative needs will help NOACA deliver its mission and strategic plans to its network and create opportunities for partnerships. She mentioned that there are no financial impacts. She stated that the next steps involve staff setting up a working meeting in July-October; creating an agenda for RAC discussions; leveraging a network/introducing a detailed plan in September; and having ongoing communications / an event to support the agenda / plan.

Mr. Oros stated that the Farm Bureau plays a big role in rural communities and would be a good stakeholder group to speak to about transportation needs and agritourism.

Ms. Kress suggested that NOACA staff contact the Ohio Township Association, Coalition of Large Ohio Urban Townships (CLOUT), and Ohio State University Extension.

Ms. Gallucci stated that the working committee will give RAC members an opportunity to think about how to advance the needs of NOACA; how NOACA can meet the needs of the rural communities; and provide RAC members an opportunity to provide suggestions on how NOACA can do a better job.

Ms. Kress asked if RAC members will receive some information. She suggested that staff find out the best time to contact trustees who may have another job and look at the network's strengths and weaknesses. Ms. Render stated that staff would be willing to visit the communities.

Ms. Kress suggested that RAC members think about the best places to hold meetings in their communities.

Mr. Oros commented on how visiting communities will give NOACA staff a better understanding of how transportation relates to the economic impact of tourism, agritourism and rural needs.

Ms. Leslie Gambosi-McCoy invited NOACA staff to Middlefield Village's quarterly Economic Development Committee meeting held at the Village Hall. She noted that the location of the Village Hall is convenient for Amish residents to attend meetings.

Ms. Kress suggested that staff reach out to the chambers of commerce in the region.

Adjournment

Ms. Kress announced that the next RAC meeting will be held at the NOACA offices on September 27, 2019 at 1:00 p.m. There being no further business, the meeting was adjourned at 2:04 p.m.



Rural Advisory Council Meeting

September 27, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Ms. Jeanene Kress, Chair of the Rural Advisory Council (RAC), convened the meeting at 1:05 p.m.

Meeting Minutes

RAC did not take action on the minutes because there was no quorum at this meeting.

Public Comments

No comments were made at this meeting.

Executive Director's Report

Ms. Grace Gallucci announced that NOACA received an INFRA grant in the amount of \$9 million for the Irishtown Bend project.

ACTION ITEMS

No items were presented at this meeting.

PRESENTATION / DISCUSSION ITEMS

Air Quality Public Education and Outreach

Ms. Mara Caputo provided background on the Air Quality Public Education and Outreach Strategy and reviewed the following:

- Mission Statement
- Strategy Document Outline – Action Plan that includes the following goals:
 - Goal #1: Increase awareness of the air quality challenge in Northeast Ohio
 - Goal #2: Educate the community on the causes and potential solutions for the air quality challenge in Northeast Ohio
 - Goal #3: Empower employers, healthcare providers, and educational institutions with resources to be air quality champions
 - Goal #4: Promote a culture at NOACA that better integrates air quality with other programs
 - Goal #5: Promote strategies outside of NOACA to change transportation and infrastructure policy and increase clean air funding
- Draft Communication Plan (audiences)

- Best opportunities for NOACA to reach audiences
- Communication Plan - key points

Ms. Caputo stated that NOACA will begin implementing the Air Quality Public Education and Outreach Strategy and Communication Plan and staff will provide RAC with updates.

Ms. Kress suggested that NOACA staff present information to the Ohio Township Association at its annual meeting. She said she will provide NOACA staff with a contact.

Mr. John Oros asked what role NOACA sees Cleveland Clinic and University Hospitals playing in sharing information on air quality.

Ms. Caputo stated that NOACA could collaborate with the hospitals on messaging that can be shared with patients.

Ms. Gallucci mentioned that NOACA has worked with MetroHealth which is a public hospital.

Ms. Caputo stated that NOACA can provide the hospitals with snapshots of air quality information.

Great Lakes Hyperloop System Update

Ms. Kathy Sarli provided an update on the Great Lakes Hyperloop System Feasibility Study that included information on the following phases of the project scope:

- Phase 1: Project Objectives and Organization
Communications and stakeholder engagement plan
- Phase 2: Site Reconnaissance and Preliminary Route Analysis
Hyperloop route extended to Pittsburgh
Additional feasibility study tasks
- Phase 3: Technical and Financial Feasibility
Hyperloop Ridership Forecast in the Cleveland-Chicago-Pittsburgh Corridor
2022 Freight Revenue Forecast
2022 Total Passenger and Freight Revenue by Source in the Cleveland-Chicago-Pittsburgh Corridor
Socioeconomic and Transfer Payments Improvements Summary
Property Value Improvement by Station Coverage Area
Station Location at 150 mph
- Phase 4: Project Development Cost and Schedule

Ms. Gallucci informed members that information on the Hyperloop presented at this meeting has not been made available to the general public. She noted that information will be presented to the general public and other stakeholders in the next month or so. She said pieces of information will be developed and questions about the feasibility study will be posed to see what people are looking for and to find out their expectations.

Mr. Oros asked how the information on the Hyperloop is being received by people at the state and federal level. Ms. Gallucci said the information has been received really well. She mentioned that the United States Department of Transportation (USDOT) encouraged NOACA to do the feasibility study and have been part of the Hyperloop process; ODOT has been very supportive and has given NOACA \$250,000 for the study; and the Ohio State Senate passed legislation supporting the Hyperloop last year. Ms. Gallucci mentioned that funding may be available at the state level that could be used for the Hyperloop public policy.

SFY 2021-2024 TIP Projects Recommended for NOACA Funding

Mr. Randy Lane stated that NOACA is in the process of developing its SFY 2021-2024 TIP. He noted that the TIP contains road, bridge, public transit and other transportation projects scheduled for implementation and includes projects supported by federal funds through NOACA, ODOT and transit agencies. Mr. Lane mentioned that over 700 potential projects were identified through a comprehensive planning process. He noted that approved projects represent the priorities in the LRTP and align with asset management and performance measures initiatives. Mr. Lane reviewed the following:

- Project prioritization - STBG, TAP and CMAQ Programs
- Regional priority
- Approved projects to receive STBG, TAP, and CMAQ Program funds
- NOACA funding by general project type (total of \$148.6 million)
- Impact of approved projects

Mr. Lane stated that staff will work with the sponsors of approved projects to finalize the scopes, schedules and fiscal constraint for inclusion in the SFY 2021-2024 TIP. He noted that the final draft TIP will be presented to the Planning and Programming Committee for review and recommendation on January 17, 2020, and then to the Board for approval on March 6, 2020.

Ms. Gallucci provided an overview of NOACA's programs and noted that staff will work with stakeholders on certain plans and projects.

NOACA SFY 2020 2nd Quarter Project Planning Reviews (PPRs)

Mr. Ed May provided background on PPR and presented information on the following projects:

- CUY IR 77 11.21 Major Rehabilitation (PID 105743) - This project involves replacing pavement on IR-77 from approximately the CSX Bridge to Broadway Avenue (SR-14). The total cost of this project is \$71.2 million. No NOACA funds will be used for this project.
- CUY IR 77/Miller Rd Interchange (PID 104983) - This project involves completing the existing partial diamond interchange at IR-77 and Miller Road by adding exit and entrance ramps, auxiliary lane, left turn lanes, and right turn lanes. The total cost of this project is \$4.9 million. No NOACA funds will be used for this project.
- CUY IR 90 6.83 Major Rehabilitation (PID 76779) - This project involves replacing the pavement along I-90 from the Hilliard exit ramp bridge to I-71 in Rocky River, Lakewood and Cleveland. The total cost of this project is \$103 million. No NOACA funds will be used for this project.

- CUY IR 271 10.24 Noise Barriers (PID 108655) - This project involves constructing approximately 3,200 feet of Type I noise barrier along the east side of IR-271. The total cost of this project is \$1.6 million. No NOACA funds will be used for this project.
- GCRTA FY 2020 Capital Program & 2016, 2017 and 2019 Revision - Four projects need to be added to the FY2020 Capital Program and revisions need to be made to five existing grants. The total cost of this program is \$54.5 million. No NOACA funds will be used for this program.

Mr. May reviewed project comments from NOACA staff and the advisory councils. He noted that staff will coordinate with the project sponsors accordingly.

NEORSD 2020 Green Infrastructure Grant

Mr. MacDonald stated that NOACA submitted a request to NEORSD to get a Green Infrastructure Grant for its Net Zero Cool proposal. He reviewed the following phases of NOACA's green project:

- Phase I (Building) (\$360,000)
- Phase II (Parking Lot) (\$350,000)
- Phase III (Walls "Ribbon That Wraps The Package") (\$95,000)

Mr. MacDonald also reviewed the timeline for NOACA to implement its Net Zero Cool project if the agency receives a grant from NEORSD. He said if NOACA is awarded the grant, the proposal will be presented to the Board on December 13, 2019; construction of the project would begin on March 31, 2020; and completion of the project would be on March 31, 2021.

Ms. Kress expressed her support for NOACA's Net Zero project.

Ms. Gallucci talked about why NOACA decided to do a green project. She encouraged members to contact the Sewer District to express their support for NOACA's Net Zero project.

Old Business

No old business was discussed at this meeting.

New Business

No new business was discussed at this meeting.

Adjournment

Ms. Kress announced that the next RAC meeting will be held at the NOACA offices on December 6, 2019 at 1:00 p.m. There being no further business, the meeting was adjourned at 2:15 p.m.



2019 Rural Advisory Council Attendance Record

MEETING DATES	3/22/19	6/28/19	9/27/19	12/6/19
Christin Brandon, Lorain County Community Develop.	X	X		
Steven Corso, Ohio Ecological Food and Farm Association				
Cathy Cotman, Chester Township Zoning Commission	X	X		
Leslie Gambosi-McCoy, Village of Middlefield	X	X	X	
Brian Guccion, Sharon Township				
Thomas Hach, Riverside School District	X		X	
Rob Henwood, Medina County Planning Services and Fair Housing Office				
Jeanene Kress, Olmsted Township (Lisa J. Zver, alternate)	X	X	X	
Dennis Miller, Medina Township				
John Oros, Geauga Park District	X	X	X	
David Short, ODOT District 12	X	X	X	
Tim Stahlberg, Motorcycle Ohio	X	X	X	
Carl Wesemeyer, Grafton Township	X	X		
Kyle White, OSU Extension	X	X		
TOTAL MEMBERS ATTEND:	10	9	6	

X=Member present A=Alternate



Rural Advisory Council Meeting
September 27, 2019, 1:00 p.m. – 2:30 p.m.

Member Sign-in Sheet

MEMBER	SIGNATURE
Christin Brandon – Lorain County Community Development	
Steven Corso – Ohio Ecological Food and Farm Association	
Leslie Gambosi-McCoy – Village of Middlefield	<i>Leslie McCoy</i>
Brian Guccion – Sharon Township	
Thomas Hach – Riverside School District	<i>T. Hach</i>
Rob Henwood – Medina County Planning Services and Fair Housing Office	
Jeanene Kress – Olmsted Township (Lisa J. Zver, alternate)	<i>Jeanene Kress</i>
Dennis Miller – Medina Township	
John Oros – Geauga Park District	<i>John Oros</i>
David Short – ODOT District 12	<i>David Short</i>
Tim Stahlberg – Motorcycle Ohio	<i>Tim Stahlberg</i>
Carl Wesemeyer – Grafton Township	
Kyle White – OSU Extension	

Agenda Item No. 2

PUBLIC COMMENTS

Agenda Item No. 3

CHAIR/EXECUTIVE DIRECTOR'S REPORT

Agenda Item No. 4

ACTION ITEMS

Agenda Item No. 5

PRESENTATION/DISCUSSION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Rural Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 27, 2019

RE: **Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 3rd Quarter State Fiscal Year 2020**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed project to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

GG/rl/8360c

Attachments: Project Summary

Improvements along Cleveland Avenue in Elyria

Title: Improvements along Cleveland Avenue in Elyria

Sponsor: City of Elyria

Estimated Total Cost: \$7,206,891

Proposed Source of Federal Funds: ODOT and NOACA

History/Background: The Ohio Department of Transportation (ODOT) Safety program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation. The program is funded at approximately \$100 million annually. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes.

There are two application cycles per year. Applications must be signed off by the respective ODOT District Safety Review Team. A safety engineering study must typically accompany the application unless the application is for preliminary engineering funds to complete the study.

The following project was selected for Highway Safety Improvement Program (HSIP) funding.

The NOACA Board of Directors adopted Resolution 2019-045 approving the projects to be funded with NOACA administered Surface Transportation Block Grant (STBG) funding and STBG set-asides for Transportation Alternatives Projects (TAP) for the state fiscal year (SFY) 2021 – 2024 Transportation Improvement Program. The projects recommended for NOACA funding included rehabilitation of Cleveland Street, in the City of Elyria.

Proposed Project: LOR CR-658 - 00.00 (CLEVELAND ST): PID No. 110986 - This project involves rehabilitation along Cleveland Street, from East Bridge Street and Gulf Road to Hawthorne Street in Elyria (maps and illustrations). The work will include full and partial depth pavement repair, resurfacing, replacement of curbs, deteriorated culverts and roadway drainage catch basins, and installation of a roadway underdrain system and conduit. The City will also implement a road diet, reducing the number of lanes along Cleveland Avenue, from four (4) through lanes to three (3) lanes (one lane in each direction and a center turn lane).

According to the sponsor, the number of curb cuts will be minimized, access point locations will be controlled and bicycle lanes will be possible. The project will also include crosswalks, ADA (Americans with Disabilities) ramps, intersection improvements, new sidewalk, lighting and the creation of bicycle lanes. The project will also include pavement markings, signage and the replacement of the traffic signal at the intersection of Olive Street and possibly Gulf Road. Traffic calming measures will also be considered with the project including curb bump-outs and contrasting pavements. The project will also involve improvements to the intersection at East Bridge Street/Cleveland Street with four-leg non-circular roundabout.

The STBG funding is dedicated to the roadway rehabilitation component of the project. The HSIP funding is dedicated to the road diet and roundabout components of the project.

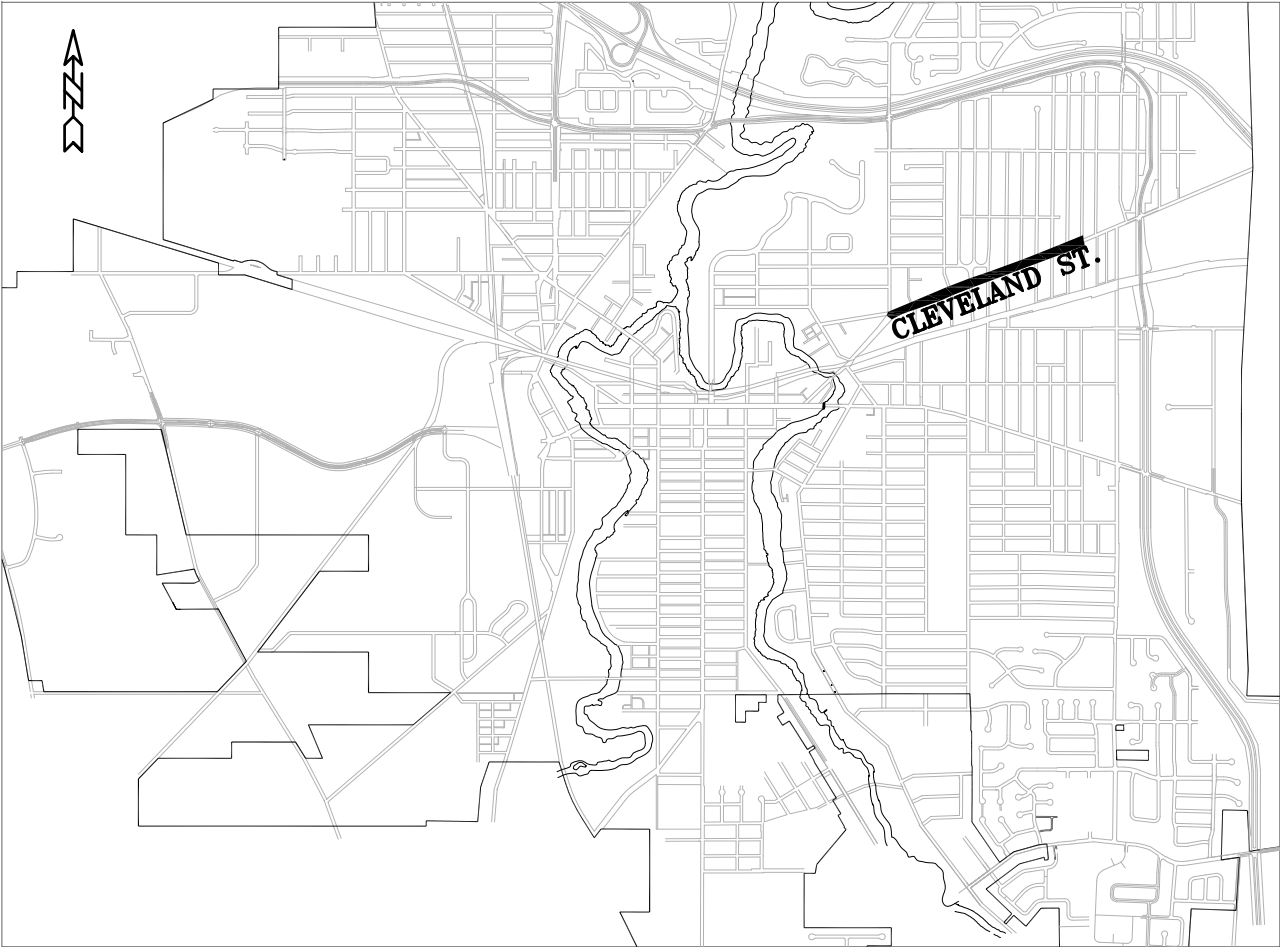
The project's estimated total cost is \$7,206,891. The estimated cost of preliminary engineering preliminary development (PEPD) is \$352,952. The estimated cost of preliminary engineering detailed design (PEDD) is \$173,842. The estimated cost of right-of-way (RW) is \$300,000. The PEPD, PEDD and RW will be funded with HSIP funds (\$744,115) and local funds (\$82,679). The estimated cost of construction (CO) is \$5,900,097. The CO will be funded with STBG funds (\$3,329,686), HSIP funds (\$1,255,885) and local funds (\$1,314,527). The estimated cost of construction engineering (CE) is \$480,000. The CE will be locally funded.

Staff Comment (Summary):**RECOMMENDATION:**

- A transition for the bike lane into the roundabout should be provided, such as wide sidewalks/shared use paths and signage for bike traffic moving through the roundabout intersection.
- Consider utilizing ladder-style crosswalk markings across Cleveland Street, in addition to the contrasting pavement. The visual contrast of a differing pavement type tends to fade over time, and ladder-style markings would maintain the safety benefit of a high-visibility crosswalk. (Example: see West 25th Street and Detroit Avenue intersection crosswalks).
- Consider utilizing the center turn lane to create median refuge islands to improve the safety of crosswalks along the corridor. Median refuge islands are an FHWA Proven Safety Countermeasure.
- The work summarized in this PPR will occur within two subwatersheds: 1) Black River Mainstem and Jackson Ditch-East Branch Black River. According to Ohio EPA's 2018 Integrated Report (IR) Watershed Assessment Unit (WAU) summary, sampling results along the Black River Mainstems subwatershed indicate that the river is in full and partial attainment of its Aquatic Life Uses (ALUs). The WAU lists the causes of impairment as due to nutrients and conductivity modifications associated with municipal point source discharges. According to the 2018 IR WAUs, the Jackson Ditch-East Branch Black River subwatershed's sampling sites are in full, partial and nonattainment due to sedimentation/siltation due to natural causes (Black River falls). NOACA staff recommends that ODOT maintain stormwater runoff on-site for as long as possible to keep nonpoint source pollutants from reaching the Black River. NOACA staff also recommends that ODOT consider incorporating habitat restoration along the river wherever possible.

Committee Review:**Intergovernmental Review and Consultation (IGRC):****Public Involvement:**

CITY OF ELYRIA
REPAIR, RECONSTRUCTION, & RESURFACING
CLEVELAND STREET
FROM GULF RD. TO HAWTHORNE ST.
CONCEPT PLAN

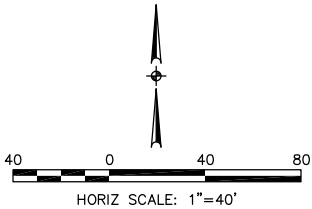


LOCATION MAP

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REVISIONS											
DATE		DESCRIPTION									
BY											

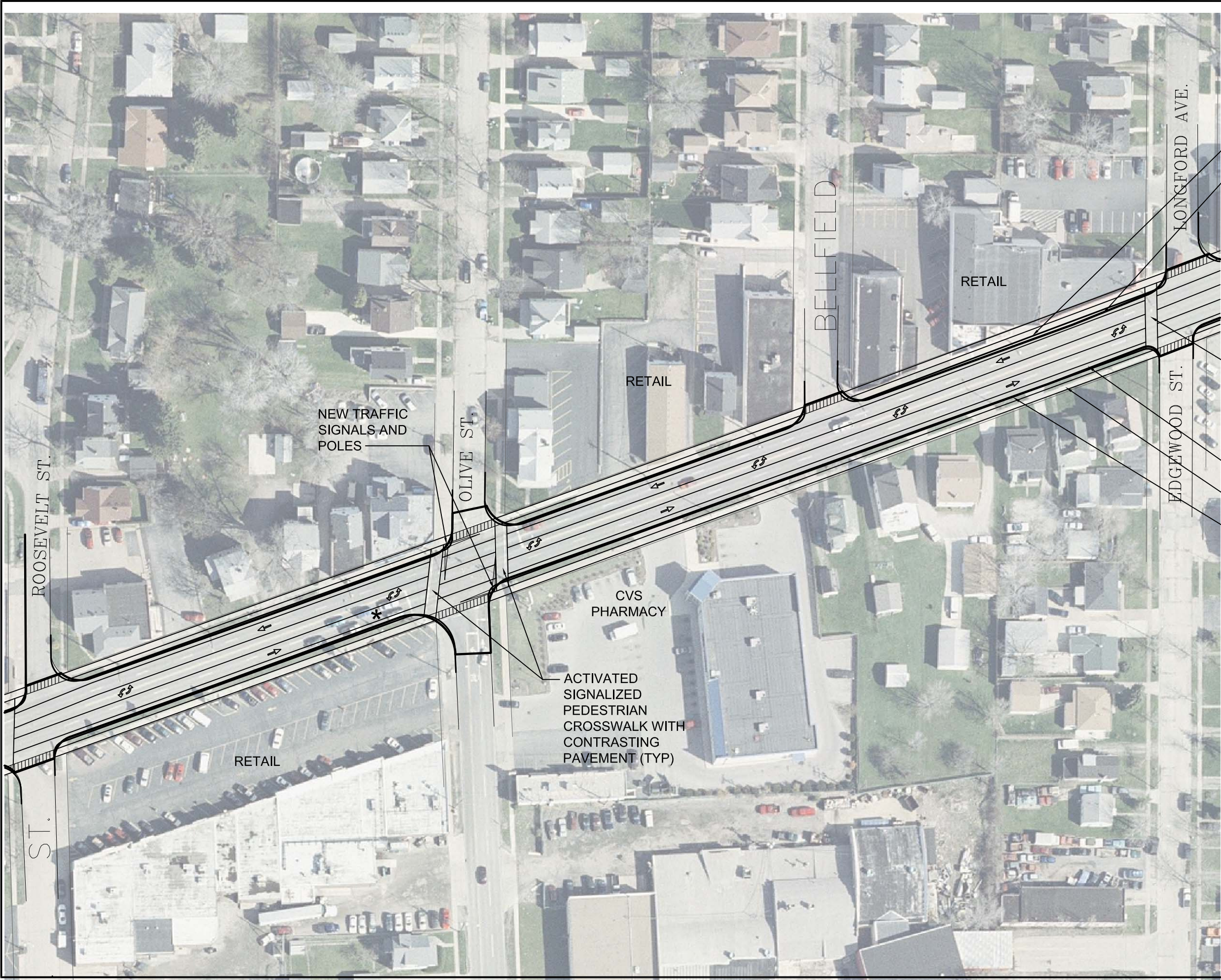
TITLE SHEET	
CLEVELAND STREET IMPROVEMENTS	
CITY OF ELYRIA	
COUNTY OF LORAIN, STATE OF OHIO	

SHEET C1.0 OF XX	
JOB NO. 5 - 8xxx	



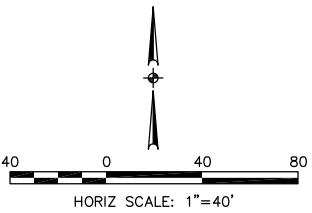
<div>SITE DEVELOPMENT PLAN</div> <div>CLEVELAND STREET IMPROVEMENTS</div> <div>CITY OF ELYRIA</div> <div>COUNTY OF LORAIN, STATE OF OHIO</div>	<div>SHEET C1.0</div> <div>OF XX</div>	JOB NO. 5 - 0xxxx	REVISIONS					DATE	DESCRIPTION	BY
			DATE: 1/12/2018							
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- NEW CURB (TYP)
- 5' BICYCLE LANE (TYP)
- ACTIVATED SIGNALIZED PEDESTRIAN CROSSWALK WITH CONTRASTING PAVEMENT (TYP)
- 5' BICYCLE LANE (TYP)
- NEW SIDEWALK (TYP)
- NEW CURB (TYP)

* =EXISTING BUS STOP

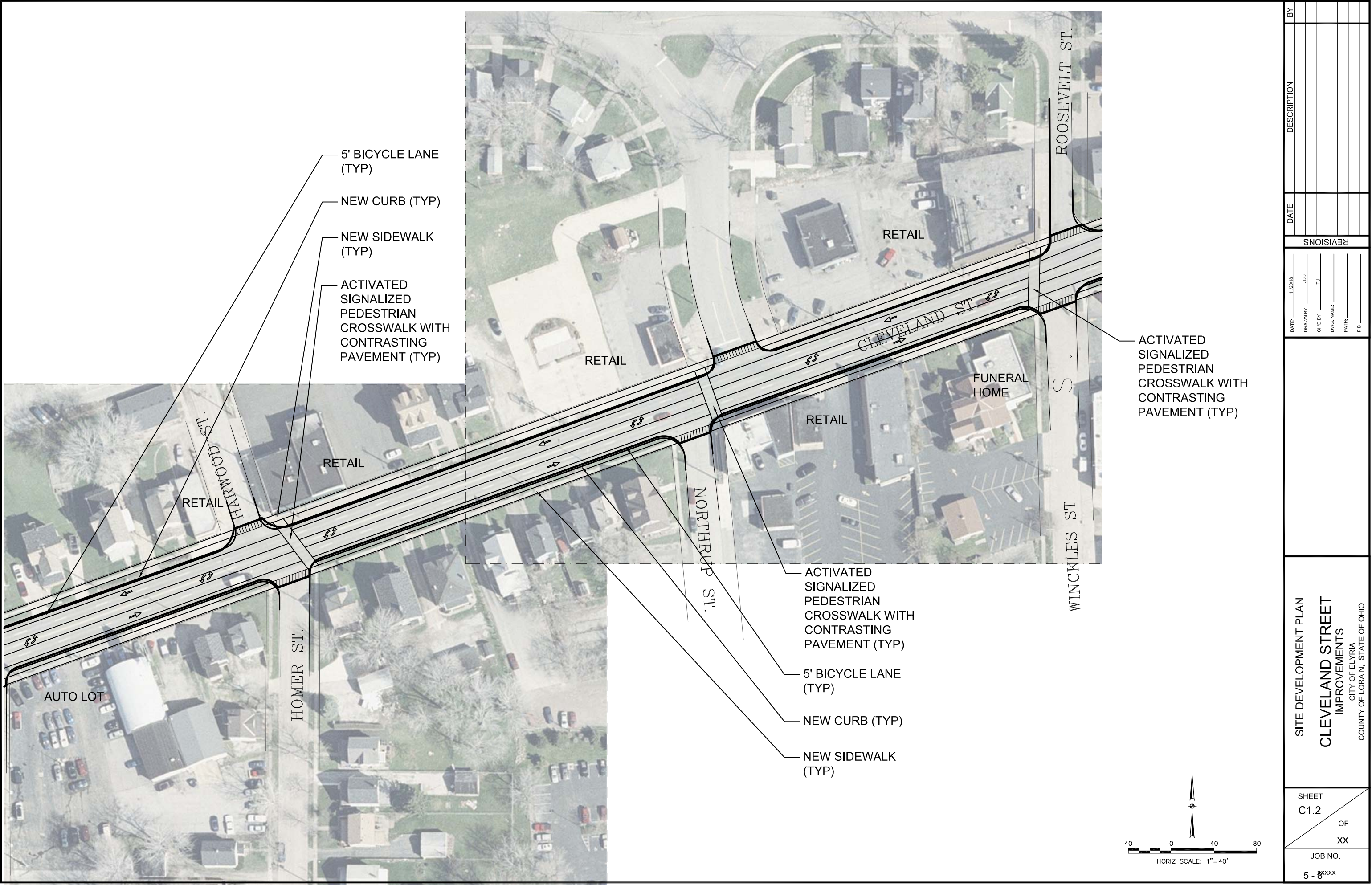


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SITE DEVELOPMENT PLAN	
CLEVELAND STREET IMPROVEMENTS	
CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	

SHEET C1.1	OF XX
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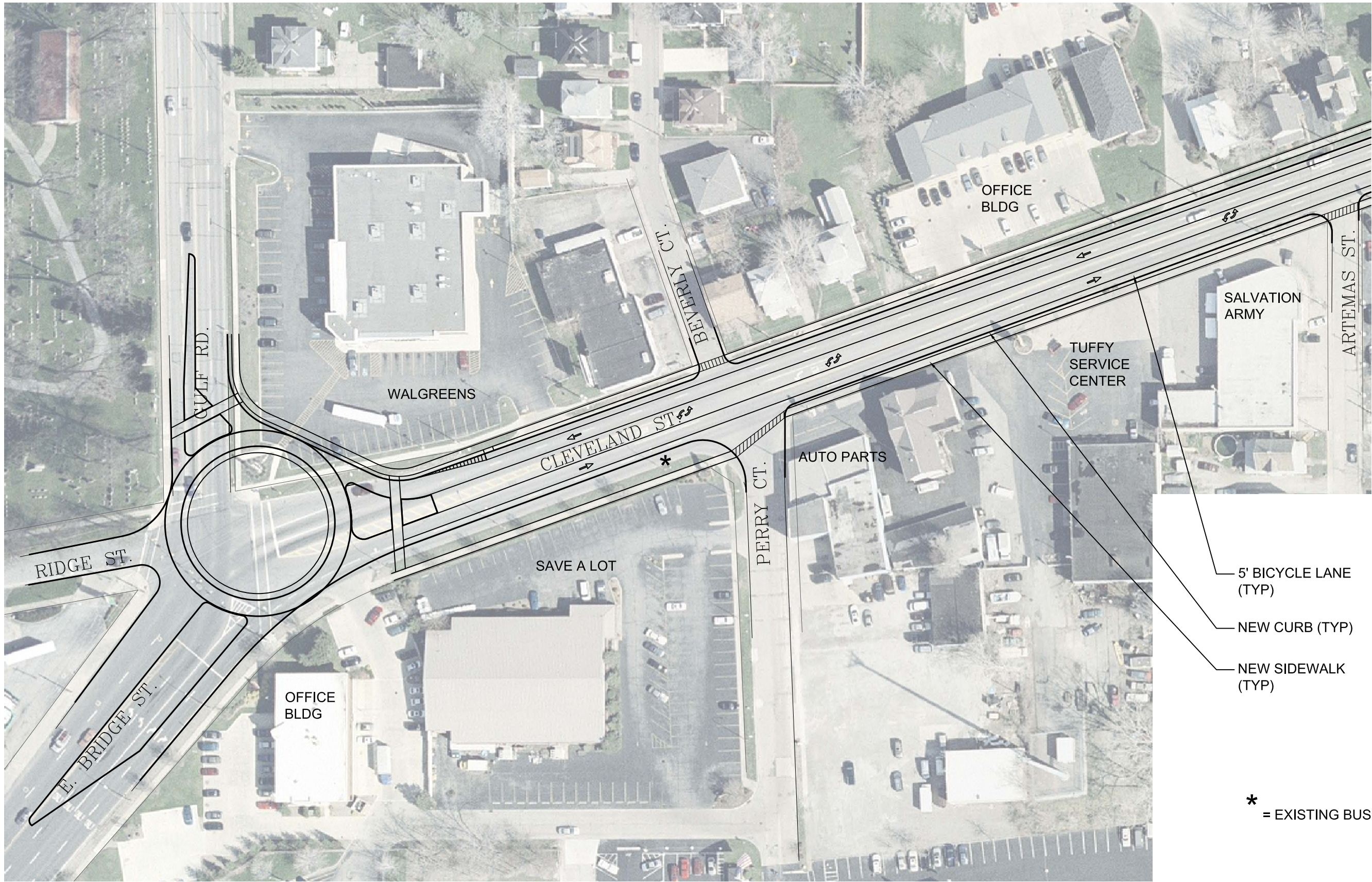


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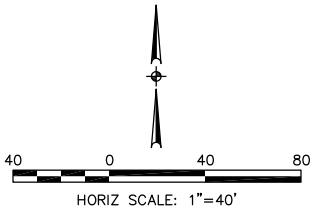
SITE DEVELOPMENT PLAN	
CLEVELAND STREET IMPROVEMENTS	
CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	

SHEET C1.2	OF XX
JOB NO. 5-8	

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- 5' BICYCLE LANE (TYP)
- NEW CURB (TYP)
- NEW SIDEWALK (TYP)
- * = EXISTING BUS STOP



REVISIONS		DATE	DESCRIPTION	BY
DATE:	1/12/2018			
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SITE DEVELOPMENT PLAN	
CLEVELAND STREET IMPROVEMENTS	
CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	

SHEET C1.3	OF XX
JOB NO. 5 - 9xxx	

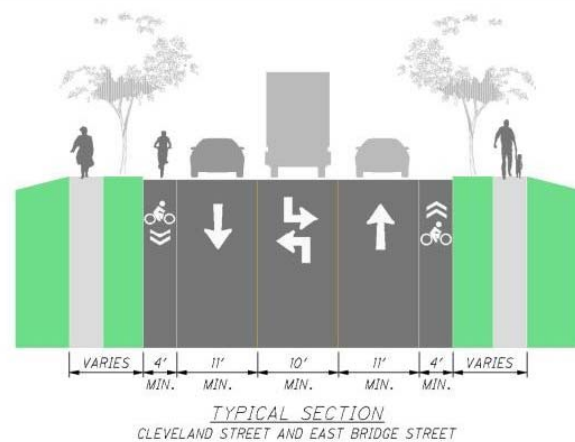
PROBLEM STATEMENT

- Busy commercial corridor
- Large skews and irregular lane configurations at 2 of 3 signalized intersections
- Rear-end, sideswipe, and left-turn crashes related to driveways and wide pavement area
- Designated United States Bicycle Route 30 with no bicycle facilities
- Roadway Section Citywide Ranking #8 (Cleveland Street) and #20 (East Bridge Street)
- High Priority Corridors SIP FY2015

PROJECT FUNDING

Project Phase	Safety Study	PE - Environmental	PE - Detailed Design	Right of Way /Utilities	Construction	Total
Fiscal Year	2019	2021	2022	2022	2024	
Project Phase Completed	X				N/A	
Previous Safety						\$0.00
New Safety		\$887,000.00	\$144,000.00	\$382,000.00	\$2,992,000.00	\$4,405,000.00
Sponsor Funding	\$31,775.00	\$222,000.00	\$36,000.00	\$96,000.00	\$1,197,000.00	\$1,582,775.00
NOACA (STBG or CMAQ)					\$1,795,000.00	\$1,795,000.00
Total	\$31,775.00	\$1,109,000.00	\$180,000.00	\$478,000.00	\$5,984,000.00	\$7,782,775.00
Additional Funding Detail						
PE and RW 80% Safety/20% City, Construction 50% Safety/20% City/30% Other Funding Source						
The City of Elyria intends to apply for funding through NOACA for the Cleveland Street and E. Bridge Street corridors, either as STBG or CMAQ funding. Additionally, OPWC funds may be pursued.						

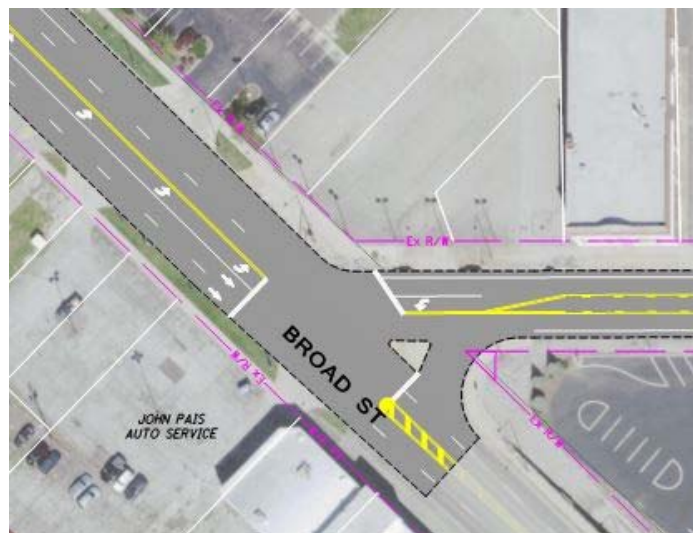
PROPOSED IMPROVEMENTS



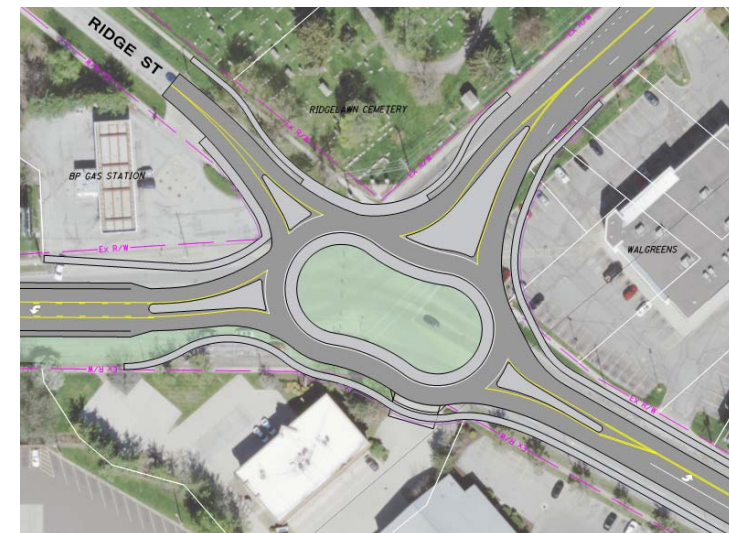
PROPOSED TYPICAL SECTION



ROAD DIET TREATMENT



MODIFIED LANE USE AND PHASING



NON-CIRCULAR ROUNDABOUT

CRASH DATA SUMMARY

Signalized Intersections						
Intersection	Total	PDO	Injury	Dry	Wet/Snow	
East Bridge Street/Broad Street	12	10	2	11	1	
East Bridge Street/Cleveland Street	15	11	4	9	6	
Olive Street/Cleveland Street	11	9	2	5	6	
Total Intersections	38	30	8	25	13	
Road Segments Between Signalized Intersections						
East Bridge Street Segment						
From	To	Total	PDO	Injury	Dry	Wet/Snow
Broad Street	Cleveland Street	23	21	2	16	7
Cleveland Street Segment						
East Bridge Street	Olive Street	23	16	7	20	3
Olive Street	Hawthorne Street	16	12	4	14	2
Total Cleveland Street segments		39	28	11	34	5
Total Road Segments		62	49	13	50	12
Total Study Area		100	79	21	75	25

PROJECT DESCRIPTION

- Apply a road diet treatment to the East Bridge Street and Cleveland Street Corridors
- Stripe bike lanes throughout the length of both corridors
- (USBR 30)
- Replace curb on Cleveland Street; sidewalk repairs where needed
- Improvements to the signalized intersections of East Bridge Street at Broad Street and Cleveland Street at Olive Street
- Improve the intersection of East Bridge Street/Cleveland Street with four-leg non-circular roundabout
- Modify lane use and signal phasing at East Bridge Street/Broad Street



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Rural Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **Stakeholder Capacity Building Update**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation purpose only.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

The division of External Engagement and Public Affairs will support the Rural Advisory Council (RAC) with the focus areas that were established and approved for 2019:

- 1) Advocacy and outreach for federal, state and local priorities
- 2) Public Engagement (including areas of Environmental Justice)
- 3) Reestablishing relationships with business community

An External Affairs Operating model has been developed to focus on several areas built around roles and responsibilities, leadership, and organizational structure to ensure that all communications, advocacy, and public engagement efforts to build stronger stakeholders relationships are met.

The presentation will update the current results of the RAC's working group initiatives to help NOACA build their stakeholder capacity plan.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

NOACA staff will meet in December to finalize the Stakeholder Capacity Building Plan for use.

GG/dr/8361c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Rural Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **Transportation for Livable Communities Initiative (TLCI) Update**

ACTION REQUESTED

No action is requested at this time. This item is included for information and discussion only.

BACKGROUND

NOACA's Transportation for Livable Communities Initiative (TLCI) Program provides assistance to communities for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by:

- Developing transportation projects that provide more travel options
- Promoting reinvestment in underutilized or vacant/abandoned properties
- Supporting economic development
- Ensuring that the benefits of growth and change are available to all members of a community
- Enhancing regional cohesion
- Providing people with safe and reliable transportation choices

The TLCI Program has two components: The TLCI Planning Studies Program and the TLCI Implementation Program. The TLCI Planning Studies Program assists communities to develop transportation planning studies that facilitate and promote sustainable development, multimodal transportation, and complete and green streets. The TLCI Implementation Program provides funding assistance for communities to implement priority projects identified in TLCI or TLCI-like community developed plans.

This year NOACA is soliciting applications for its Planning Study program that promote regional benefit. Applications for community-based planning studies that do not provide a larger regional benefit are not considered to be eligible. Examples of studies that provide a regional benefit and that are being considered this round by NOACA are:

- Downtown Cleveland Transportation Connectivity Study
- Regional Metroparks Trails/Transportation Connections Study
- Regional Lakefront Transportation Connections Study

An application round was opened for both planning studies and implementation projects on August 29, 2019. On October 11, 2019, NOACA received 20 requests for funding: 4 planning study requests totaling about \$476,000 in funding and 16 implementation project requests totaling about \$4.8 million in funding. NOACA's

anticipated three regional planning study projects total \$700,000 in funding. All requests are being evaluated based on the criteria established in the TLCI Policy. Projects requested for both the planning studies and implementation projects are attached.

FINANCIAL IMPACT

There is \$2 million in available funding for the 2020 TLCI program. The TLCI program is funded by an annual set aside from NOACA's Surface Transportation Block Grant (STBG) funds during the development of NOACA's annual Overall Work Program and biennial Transportation Improvement Program.

CONCLUSION/NEXT STEPS

Input received from the Council will be incorporated into the application evaluations.

KS/jt/8359c

Attachment 1 – Applicant and NOACA TLCI Planning Study Requests

Attachment 2 – TLCI Implementation Project Requests

Attachment 1: Applicant and NOACA TLCI Planning Study Requests

SFY20 Applicant TLCI Planning Study Requests						
#	Project Sponsor	Study Name	Project Location	Project Description	Total Project Cost	Local Funding Committed
1	Broadview Heights	Broadview Heights Citywide Bicycle and Multi-use Path Master Plan	Broadview Heights	\$ 90,000	\$ 18,000	\$ 72,000
2	Cuyahoga County Department of Public Works	Cuyahoga County Lakefront Transportation Connection Study	Cuyhaoga County	\$ 600,000	\$ 400,000	\$ 200,000
3	Lake County General Health District	Chagrin River Corridor & Lakefront Trail Connection Plan	Lake County	\$ 250,000	\$ 110,000	\$ 140,000
4	Medina County Metro Parks	Medina County Greenways Plan	Medina County	\$ 80,000	\$ 16,000	\$ 64,000
	TOTAL			\$ 1,020,000	\$ 544,000	\$ 476,000
SFY20 NOACA TLCI Planning Study Projects						
#	Project Sponsor	Study Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
5	NOACA	Downtown Cleveland Transportation Connectivity Study	Cleveland	\$ 250,000	\$ -	\$ 250,000
6	NOACA	Regional Lakefront Transportation Connections Study	Cuyhaoga, Lake, and Lorain Counties	\$ 150,000	\$ -	\$ 150,000
7	NOACA	Regional Metroparks Trails Transportation Connections Study	Regional	\$ 200,000	\$ -	\$ 200,000
	TOTAL			\$ 600,000	\$ -	\$ 600,000
	PLANNING STUDIES TOTAL			\$ 1,620,000	\$ 544,000	\$ 1,076,000

NOACA SFY2020 TLCI Implementation Project Requests

#	Project Sponsor	Project Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
1	Avon	French Creek Greenway - Phase 1	Avon	\$ 1,118,410	\$ 718,410	\$ 400,000
2	Bay Village	Interurban Connector Trail Project	Bay Village	\$ 211,508	\$ -	\$ 211,508
3	Broadview Heights	Avery Road Improvement (Royalton Rd. (SR82)) to Oakes Rd.	Broadview Heights	\$ 1,332,750	\$ 1,169,216	\$ 163,534
4	Cleveland	Union Avenue-Broadway to Kinsman	Cleveland	\$ 6,500,000	\$ 1,500,000	\$ 400,000
5	Cleveland Metroparks	Richmond Road All Purpose Trail Connector	Glenwillow + Oakwood	\$ 367,800	\$ -	\$ 367,800
6	Elyria	Downtown Elyria Revitalization and Conn. (Phase 4)	Elyria	\$ 348,630	\$ 148,630	\$ 200,000
7	Euclid	Euclid Avenue and E.260th Street Business District Intersection	Euclid	\$ 140,000	\$ 20,000	\$ 120,000
8	Grafton	Envision Main Street Project Phase 1	Grafton	\$ 1,300,360	\$ 900,360	\$ 400,000
9	Mayfield Heights	Mayfield Heights Intersection Safety Improvements	Mayfield Heights	\$ 534,386	\$ -	\$ 534,386
10	North Royalton	State Rd. Sidewalks-North-City Hall to Akins	North Royalton	\$ 100,000	\$ -	\$ 100,000
11	North Royalton	State Rd. Sidewalks-South-Akins to Valley Parkway	North Royalton	\$ 209,745	\$ 25,000	\$ 184,745
12	Olmsted Township	Streamers Rd. Sidwalk and Intersection Improvement Project	Olmsted Township	\$ 800,000	\$ 100,000	\$ 700,000
13	Parma	Broadview + Ridgewood Road Gateway Project	Parma	\$ 279,793	\$ -	\$ 198,629
14	Parma Heights	Parma Heights Pearl Road TLCI Implementation (Phase 4)	Parma Heights	\$ 301,076	\$ -	\$ 301,076
15	Shaker Heights	Warrensville/South Woodland Intersection Pedestrian Improvements	Shaker Heights	\$ 235,000	\$ 80,000	\$ 155,000
16	Wadsworth	Downtown Wadsworth Infrastructure Project	Wadsworth	\$ 7,264,000	\$ 686,400	\$ 400,000
TOTAL				\$ 21,043,458	\$ 5,348,016	\$ 4,836,678



NORTHEAST OHIO AREA WIDE COORDINATING AGENCY

MEMORANDUM

TO: Rural Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **Membership Expansion of Advisory Councils**

ACTION REQUESTED

No action is requested at this time. This item is included for information and discussion only.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

The Governance Committee recently discussed expanding the membership of the Advisory Councils to include emerging future leaders, which will advance the Charter count from 15 to 18 members.

The purpose of expanding the membership count to the Councils will allow emerging professionals opportunities to help advance and reinforce NOACA's mission and agenda. The inclusion of emerging future leaders is expected to help spark new ideas, approaches and perspectives for growing NOACA's stakeholder and community connections, especially targeting specific messages to other future leaders.

The request includes the expansion of three seats for each council. The future leaders will help the Council build and enhance relationships with various government agencies and subdivisions, the media and general public. NOACA advisory councils, whose make-up of business representatives, the general public and large groups affected by transportation decisions, could better inform the Committee's recommendations to the NOACA Board of Directors and enhance NOACA's advocacy on infrastructure-related and environmental issues.

The Councils help monitor community reactions to agency policy, proposals, and progress early in the planning process, and supplement the public involvement activities that NOACA staff performs. The Council also assist the External Affairs Committee in developing agency policies for outreach to the public, business and rural communities.

FINANCIAL IMPACT

There is no financial impact at this time.

CONCLUSION/NEXT STEPS

The External Affairs Committee and NOACA staff will recruit members for each advisory council and establish meeting schedules.

GG/dr/8362c

Attachment – Rural Advisory Council Charter

NOACA RURAL ADVISORY COUNCIL CHARTER

PURPOSE:

The Rural Advisory Council (RAC) will play an important role in advising NOACA of the public policy and planning priorities of interested parties from rural communities within the NOACA region – and how NOACA planning work can most productively coordinate with rural interests to maximize the beneficial outcomes for urbanized and rural communities alike.

GOALS:

The NOACA Rural Advisory Council seeks to:

- Promote public awareness of all of NOACA plans and programs to rural communities.
- Be an active conduit of communication of planning activities between rural and urban communities.

ACTIVITIES:

The Rural Advisory Council will:

- Be a forum by which NOACA will receive comment and advice and facilitate conversation on planning concerns of rural communities.
- Be a forum for dialogue between urban and rural planning concerns.
- Provide continuous and balanced public representation in the development of regional plans and policies.
- Provide Board and staff with guidance that conveys residents' perspectives.
- Ensure the effectiveness of outreach and engagement strategies by working with staff to serve as a “speakers’ bureau” and as a local voice to spread awareness.

MEMBERSHIP:

The Rural Advisory Council will have 15 members selected from among religious organizations, social service agencies, nonprofits, voter advocacy groups, health advocacy groups, modal organizations, senior organizations, schools, etc. The membership will consist of 11 that are proportionately defined by county based on rural population, and 4 that are at-large seats as follows: 1 Cuyahoga; 4 Geauga; 1 Lake; 2 Lorain; 3 Medina; 4 At-Large. Membership terms will be two years.

REPORTING RELATIONSHIP:

The Council reports to the External Affairs Committee.

MEETINGS:

The Council will hold regular meetings on a quarterly basis. Special meetings may be called as needed. A majority of Council members shall constitute a quorum to transact business.

AGENDA AND MINUTES:

The chair will be responsible for establishing agendas for meetings, which will be sent to council members at least seven days in advance of the meeting. Minutes will be approved by council members at the following meeting.

STAFFING:

Agency staff shall provide the Council with administrative and technical support as directed by the chair.



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: Rural Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: November 29, 2019

RE: **SAVE: NOACA's Plan for Transportation Safety**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND

NOACA has recently completed SAVE Plan; NOACA's Plan for Transportation Safety. The purpose of the SAVE Plan is to save lives in the NOACA region by identifying actions to reduce the most severe crashes that too often result in fatalities and serious injuries. The SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies and programs, with a long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040. The SAVE Plan provides direction that will enable NOACA and others to work together to set goals and work toward the vision this Plan establishes for the region.

Achieving a safer transportation network requires addressing the interaction among the infrastructure, vehicles and the skill and behavior of travelers. The SAVE Plan incorporates a "6 E's" approach into the safety planning process, acknowledging the key roles that engineering, education, enforcement, emergency response, evaluation, and equity all play in preventing severe crashes and saving lives. After evaluating 10 years of crash data to identify trends, ten emphasis areas associated with fatal and serious injury crashes were identified.

- Intersection
- Roadway Departure
- Young Driver
- Speed
- Impaired Driving
- Older Driver
- Motorcycle
- Pedestrian

- Distracted Driving

- Bicycle

At the meeting, the presentation will provide more detail about the Plan. The full Plan is available on NOACA's website at this [link](#).

In order to influence emphasis areas closely associated with driver behavior, the Ohio Traffic Safety Office (OTSO) and ODOT work together to develop a rolling calendar of safety campaign messaging to raise public awareness on specific emphasis areas and initiatives promoted by the National Highway Traffic Safety Administration (NHTSA). Typically these campaigns involve messaging pushed out via social media and press releases, supported with messaging by ODOT on freeway message boards, and often coupled with increased enforcement. The full OTSO safety calendar may be viewed on their website at this [link](#).

NOACA encourages local public safety partners to be aware of broad safety campaign messaging and to use campaign materials provided by [Traffic Safety Marketing](#) and ODOT (including the "[Your Move](#)" campaign) to educate and encourage road users in their jurisdictions to obey traffic laws and practice safer behaviors.

Continuing support of education and outreach programs is necessary to make and continue positive changes in behavior of the traveling public. At the national level, significant reductions have been made in reducing the rate of fatalities for unbelted motorists (reduced from 54% to 48% between 2007 to 2016) and alcohol-impaired driving fatalities (reduced from 32% to 28% between 2007 to 2016); however, both emphasis areas still comprise a large fraction of all crash fatalities. (Source: Terry Shelton, Associate Administrator, National Center for Statistics and Analysis, "2016 Fatal Crash Overview" presented on December 14, 2017.)

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

NOACA will develop and support key initiatives in partnership with other organizations to advance safe projects and to encourage safer traveler behavior. Agencies within the NOACA region are encouraged to assist the Ohio Traffic Safety Office with maximizing impact of statewide message campaigns by cross-promoting these messages at the community level.

GG/KS/bb/8363c

Agenda Item No. 6

REPORTS/UPDATES

Agenda Item No. 7

OLD BUSINESS

Agenda Item No. 8

NEW BUSINESS

Agenda Item No. 9

ADJOURN

